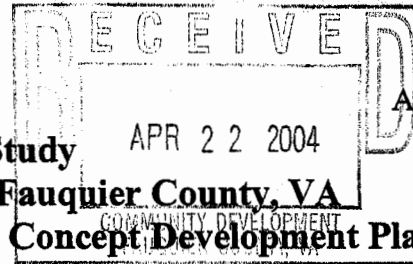


RICKMOND ENGINEERING, INC.



April 21, 2004

**Parking Study**  
**Liberty Station, Bealeton, Fauquier County, VA**  
**Special Exception, Rezoning and Concept Development Plan**

The following study provides an integrated approach in analyzing the provision of adequate parking for the proposed rezoning of a mixed use development. The subject development will make up a key component of the New Bealeton Comprehensive plan conceived as the Bealeton Town Center. Liberty Station is part of a property that originally contained 15.46 acres of total property, all of which is currently zoned C-2. Of this property 0.834 acres is dedicated as right of way, 6.787 acres is to remain zoned C-2 and the remaining 7.839 acres is subject to a requested rezoning (See REZN04-LE-001) from C-2 to C-1. Of the 6.787 acres of C-2, two parcels consisting of 0.775 and 1.717 acres have been sold off, and are not a part of this application, leaving a net of 4.295 acres of C-2 subject to this evaluation.

Of the mixed use parcels considered for this parking analysis, the following table outlines the uses anticipated for this project. The application document covers more completely the various uses that this mixed use development would like to have available for consideration, therefore the categories here are somewhat flexible to provide the true essence of mixed use when this application becomes a reality and matures over time. The primary categories are:

Zone	Building	Floor	Use	Area (Sq.Ft)	Units
C2	1	1	Restaurant	4,900	
	2	1	Restaurant	4,900	
	3	1	Retail/Commercial/Office Center	14,000	
	4	1	Retail/Commercial/Office Center	8,500	
C1	5	1	Mixed Retail/Commercial/Office	8,500	
		2	Commercial/Office	8,500	
	6	1	Mixed Retail/Commercial/Office	8,500	
		2	Residential		6
	7	1	Mixed Retail/Commercial/Office	10,000	
		2	Residential		6
	8	1	Mixed Retail/Commercial/Office	4,400	
		2	Residential		6
	9	1	Mixed Retail/Commercial/Office	8,200	
		2	Residential		6
	10	1	Mixed Retail/Commercial/Office	14,000	
		2	Residential		10
	11	1	Mixed Retail/Commercial/Office	7,800	
		2	Commercial/Office	7,800	
		3	Residential		6

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The mixed use nature of this Town Center development allows for the proposed parking spaces to address overlapping parking needs for the complementary uses. This not only applies to benefits derived by varying times of business operations, but also makes better use of parking by bulking the overlapping need for spaces. In other words, a mixed use development made up of smaller, decentralized business users will have more variation on parking demands than fewer "large box" businesses. Another benefit of a mixed use development of this nature is that one vehicle trip, and consequently one parking event, may serve multiple needs or activities during the same visit.

In addition to the benefit of shared parking resources for multiple business activities, variations in typical business times of operation will also help to level out demand for parking resources. In a true mixed use development the residential and retail components have different requirement cycles than that of typical office space. Office parking demands predominantly run from 8:00 am to 5:00 pm Monday through Friday. Residential demands would predominantly run from 6:00 pm to 6:00 am during the weekdays and more variable during the weekend. Retail parking loads are typically heavier during evening and weekend hours. Furthermore, this project is located across the road from a higher density residential neighborhood consisting of apartments, townhouses, carriage type homes and single family detached homes. Walking to the subject facilities within this development will be a natural occurrence.

The need for parking is not a subject taken lightly by the applicant. It is recognized that adequate parking is good for business and maintaining tenants. But it is important to optimize space utilization, both from a business and environmental perspective. Due to the retail and service nature of the businesses this development is likely to attract, it is recognized by the applicant that if there are no parking spaces available, the customers will simply move on to other locations meeting their needs. On the other hand, an over abundance of vacant parking does not serve business well either. The key is to optimize parking against leasable space, which ultimately provides the tax base the Community needs and desires.

The property covered under this application is commonly owned. Therefore inter-parcel agreements are not required between third parties, and this site complies with the provisions of 7-102 and 5-103 of the Zoning Ordinance. However, any lease agreement or future sale of property within this development will be covered under an inter-parcel agreement.

The residential component of this development will be targeted toward professionals. Residents will not be permitted to park boats, trailers or camper type vehicles within this development. This will be prohibited by covenants. Less the provision for recreational vehicles, the parking requirement for the proposed 40 residential units is 2 spaces for each unit for a total of 80 spaces (FZO 7-103.4). Visitor parking is provided through abundant off peak sharing of spaces available after typical work hours.

The Office component of this project will require 4.5 spaces for each 1,000 square feet of gross floor area for parking plus 1 space for each company vehicle. The anticipated office space to be located here will be general/professional in nature and will not maintain company or fleet vehicles (FSO 7-104.12).

The number of parking spaces associated with eating establishments is based on 1 space per each 4 seats, plus 1 space for each 2 employees (FZO 7-104.5). Assuming 2 restaurants with 46 tables, 4

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seats each, and 18 employees each, the total parking would be 110 spaces for the 2 restaurant pad sites.

Retail parking requirements are based on 1 space per 200 square feet up to the first 1,000 square feet, than 6 more spaces for each additional 1,000 square feet.

The parking tabulation analysis based on the above is as follows:

Parking Tabulation				
Parking Use	Building Area (Sq.Ft.) or	Parking Required	Parking Provided	Percent Reduction
Commercial/ Office	16,300	73	55	
Mixed Retail/ Commercial/Office	61,400	367	230	
Retail/ Commercial/ Office Center	22,500	134	108	
Restaurant	9,800	110	84	
Residential	40 Units	80	80	
	Total Spaces On Site	765	557	
	On Street Parking		55	
	<b>Total Required/ Available</b>	<b>765</b>	<b>612</b>	<b>19.97%</b>
1. The column labeled "Parking Required" is the number of parking spaces which are required under the current Fauquier County Zoning Ordinance. 2. This Conceptual Development Plan provides additional parking spaces which are located on the proposed <i>Liberty Station Drive</i> and <i>Willow Drive North</i> . Total parking reduction requested as a part of this application = 20%				

Per the Fauquier County Zoning Ordinance, Article 7, 7-102, item 4, where a mixed use neighborhood retail commercial use is located with an orientation toward pedestrian or bicycle traffic, the Board may reduce the number of off-street parking by up to twenty (20) percent. This project has complementary uses proposed and is located in an area that will be conducive to pedestrian traffic. Furthermore, on street parking is also being proposed. Article 5-103, 2d. of the Zoning Ordinance provides that "parking...[requirements] may be reduced...to the extent it is demonstrated to the Board's satisfaction" that parking can be shared with uses with different peak demands and sufficient street parking is available adjacent to the property. This is also provided for in the current Zoning Ordinance under Article 7-102.3.

To further demonstrate the potential benefits of shared parking resources and parking requirements with respect to time, Table 3, attached, shows the anticipated related times of operation for the various uses defined above with the peak use for both weekday and week periods. This table is based on a logical thought process that distributes the anticipated times of activity. This logic is based on experience and daily life, and is not based on scientific measurement. However, it does rely on a reasonable and rational thought process. It shows over the course of a typical day the parking needs will be met with the available parking proposed on-site. Additionally, parking is proposed on the street frontage along North Willow Drive and Liberty Station Boulevard that replicates what you

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**Table 3**  
**Liberty Station Rezoning**  
**Parking Tabulation Distribution**

Parking Needs Distribution Approximation												
Use	Total Required	Weekday					Weekend					
		7pm to 12am	12am to 6am	6am to 8am	8am to 5pm	5pm to 7pm	12am to 6am	6am to 9am	9am to 12pm	12pm to 6pm	6pm to 12am	
Commercial/ Office	73	7	4	37	73	44	4	7	29	22	4	
Mixed Retail/ Commercial/ Office	367	220	18	73	220	184	37	110	184	220	184	
Retail/ Commercial/ Office Center	134	94	7	40	54	94	1	67	134	134	94	
Restaurant	110	110	22	44	88	110	22	55	55	110	110	
Residential	80	80	80	56	16	56	80	72	64	48	72	
Totals	765	512	131	250	451	488	144	312	466	534	463	

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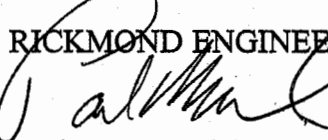
would find in the Town of Warrenton, Alexandria, and any other 'Town Center' environment you may visit. It is estimated that between 55 and 65 on-street parking spaces can be provided with this project.

As an additional factor of safety, the parking requirement table above is set up using Fauquier County criteria for Shopping Centers, which is one of the higher requirements based on use. It is also slightly higher, but along the same line, as what is required by the Town of Warrenton. This criterion is applied to 76% of the proposed total commercial floor space in the application.

Therefore, a strong case is made for the approval of a 20% reduction in the required onsite parking as proposed and that this request meets the test of reasonable planning for this project.

Respectfully Submitted,

RICKMOND ENGINEERING, INC.



Paul A. Bernard, P.E.  
Vice President

